

# The Hongkong Telegraph.

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WEDNESDAY, OCTOBER 25 1911. 三拜禮

號五廿月十英港香

575 PER ANNUM  
SINGAPORE CORP. 10 CENTS

## TELEGRAMS.

### THE REBELLION.

[Service To The "Telegraph."]

#### KIUKIANG CAPTURED.

Bombay, Oct. 25, 7.30 a.m.  
Routier's correspondent at Shanghai states that the rebels have captured Kiukiang and burnt the yamen.  
Otherwise there is apparently little disturbance.

#### A BUFFER STATE.

Bombay, Oct. 25, 7.30 a.m.  
The "Novaya Vremya" urges the Russian Government to take advantage of the crisis in China, in the negotiations at St. Petersburg for the revision of the Russo-Chinese treaties, and the impending arrival of the Mongolian-Khans to explain their grievances, to secure autonomy for Mongolia and its definite establishment as a buffer state.

#### CHINESE CRUISER LAUNCHED.

Bombay, Oct. 24, 1.50 p.m.  
Miss Amy Liu, the daughter of the Chinese Minister in London, christened the Chinese cruiser Chiao launched to-day. The cruiser sails in January for China.  
Sir Andrew Noble said that was the 27th ship built for China. It would be the most up-to-date vessel of its type.  
His Excellency Liu Yu-lin expressed his entire satisfaction with the Chiao.  
Mr. Wu, son of Dr. Wu Ting-fang, dwelt on the importance of training the Chinese Navy.  
The only "yellow peril" existing was that of Power gratuitously attacking the honour and integrity of China.  
There was no more peaceful nation in the world than China.

#### A SIGNIFICANT SIGN.

Durban, Oct. 24, 11.10 p.m.  
Routier's correspondent at Peking states that Sianfu, which was regarded as a Government stronghold, has peacefully submitted to the rebels.  
Official circles are deeply impressed by the secession of this historic refuge of the Chinese Court.

#### DIPLOMATIC WARNING.

Shanghai, Oct. 24.  
It is reported that the Diplomatic Body at Peking has notified the Ministry of Foreign Affairs that unless Wuchang and other places are reconquered within three weeks, the foreign governments will be obliged to recognize the new republican government in Hupoh.

#### REBEL SUCCESSES.

The Imperialists have been attacked and repulsed by the rebels at Kwong-ai. The insurgent forces have captured Wushikwan, where they are entrenched.

## TELEGRAMS.

### THE REBELLION.

#### HUGE GRANT FOR YUAN.

H. E. Yuan Shih-kai has obtained a grant from the Throne of Tls. 4,000,000 which will permit him to re-enlist those soldiers who have served with the colours of Chihli.

The family of the Viceroy of Chihli has arrived at Shanghai.

#### THE IRATE GENERAL.

H. E. Yuan Shih-kai has asked the Throne for permission to exercise his right of seniority over General Yin Chang and Prince Tsai Tao. General Yin Chang hearing of this expressed great annoyance and spoke of denouncing H. E. Yuan for his impudence and conceit.

#### ADMIRAL SAI IMPEACHED.

General Yin Chang has impeached Admiral Sir Sai Chen-ping for not having opened engagements with the rebels with the large number of troops under his command. The general urges that this is sufficient to show that Admiral Sai cannot be depended upon, and suggests that the Throne should despatch a high Commissioner of the Navy to superintend Admiral Sai and his conduct of operations.  
The memorial has been received.

#### PLAIN TALKING.

In consequence of the rebellion in Hupoh, H. E. Chang Ming-chi, the Canton Viceroy, has memorialized the Throne, begging that all the members of the Imperial family should be removed from the Cabinet and that the Throne should issue a rescript laying the blame of the trouble on itself. His memorial has also been held over.

#### THE SECOND DIVISION.

Peking, Oct. 24.  
The Cabinet has appointed H. E. Fung Kwok-cheung (Commissioner of the Army Advisory Council) as Commander-in-Chief of the second division of troops comprising 20,000 strong to be despatched to Hupoh to reinforce the Army under General Yin Chang. Fung Kwok-cheung will soon leave Peking.

#### HEAVY GRANTS.

The Empress Dowager has granted from the Imperial Treasury Tls. 2,000,000 and Prince Ching has given a similar amount from his private purse for the expenses of the operations.

#### MORE MUNITIONS OF WAR.

The Army Advisory Council and the Army Board have instructed the officials in charge of the arsenals at Takehew and Shanghai to increase the output of arms and ammunition.

#### PEKING ALARMED.

A rumour is gaining ground in the Capital that Iching, Shao and Changsha have fallen into the hands of the rebels. The citizens in Peking are greatly alarmed, and all the legations have taken the necessary steps for protection in case of trouble.

#### BATTLE EXPECTED.

The troops under General Yin Chang have arrived at Hankow district not far from Hanyang. A big engagement is considered imminent.

## TELEGRAMS.

### THE REBELLION.

#### NEWS FROM CANTON.

[The "Telegraph" Correspondent.]

Canton, Oct. 24.

H. E. Yuan Shih-kai has telegraphed to the Viceroy and Governors of the various provinces

stating that the activity of the rebels is due chiefly to people's mad desire to overthrow the present dynasty. Unless the military and naval forces in the whole empire are united, there is no hope of suppressing the rebellion in Hupoh. H. E. has said that the Viceroy and Governors are more advanced in their ideas than he is, and they might be able to suggest some good ways of saving the country at this critical stage. As for himself he could only discharge his duties faithfully to the Empire and serve the Emperor with loyalty.

#### THE LOYAL TROOPS.

At 10 o'clock yesterday the Viceroy received a telegram from the Governor of Honan stating that two divisions of the Imperialists have arrived, but have not as yet engaged with the rebels. General Yin Chang is at present staying at Kwongtai with his forces, while H. E. Yuan is engaged in re-enlisting time-expired soldiers.

#### CANTON ARSENAL ACTIVE.

H. E. the Canton Viceroy, fearing that the arms and ammunition required by the troops engaged in the operations may not be readily supplied, has ordered the authorities in charge of the Canton Arsenal to work day and night. Yesterday a large quantity of arms and ammunition was conveyed to the wharf on the Bund for shipment to Hupoh.

#### SCARE AT CANTON.

On the night of the 22nd inst., Canton was again frightened with a false alarm of rising. It appears that some ladies were walking near Sheungmoo-mai, when they were chased by ruffians. When they party reached the yamen of the Provincial Treasurer, some thieves attempted to steal the ladies' belongings. They raised the alarm and the people in the neighbourhood not knowing what had happened mistook it for a rising. Shop keepers closed their doors and pedestrians ran off pell mell.

At the time H. E. the Viceroy and Field Marshal Lung Chai-kyong were dining, with Admiral Li, the factots, prefects and magistrates, and at first they contemplated calling out the military but fortunately refrained from doing so.

#### INHABITANTS FLEEING.

Rumours of impending unrest are being widely circulated in Canton, and as a consequence the inhabitants of the City are panic-stricken, and their only desire appears to be to get away. Large numbers are leaving for Hongkong daily and the outgoing steamers are packed with refugees. Even the students in the schools have absented themselves from lessons, and have returned home. Although at present, save for the alarming series of rumours, everything is apparently quiet, there are signs of forthcoming trouble in the outlying districts. Luk Lau-ching, the notorious brigand chief, is reported to be very busy and is said to be contemplating a rising in Sam-sai. Li Tang-tung, another similar character, has openly expressed his intention of stirring up trouble in Nam-hoi.

## TELEGRAMS.

### THE REBELLION.

#### REVOLUTIONARY ACTIVITY.

An official report has been received here stating that trouble may be expected at Kachow. Colonel Wu of that district has sent in a report to the effect that the revolutionaries are actively engaged in spreading their propaganda in Sheungpoon, and he has been instructed, in turn, to take every precaution to prevent a rising in his prefecture.

The foreign gunboats, anchored off Shameen, are being held in readiness for any emergency.

#### VICEROY JUI'S YAMEN.

A writer in the "Central China Post" of October 10 gives the following description of a visit to the Viceroy's yamen at Wuchang, which had been destroyed by the rebels.

We found that probably half of the yamen buildings still remained, the part burned being the front entrance and the dwelling house at the back.

It is impossible to describe the perfect maze of buildings, and no one would wonder after once seeing it that the Viceroy escaped. There seemed to be opportunities and openings innumerable for flight. In all the rooms that are still remaining is an indescribable mass of debris. Books, chairs, letters, plans, broken vases and crockery, all sorts of things littered the floor. In the guest room there was a fine suite of European furniture which has suffered badly.

The mantel cover lay on the floor broken, the dinner wagon also, with its side knocked in, a fine writing desk, minus one set of drawers which had been torn away from underneath was there also. The sleeping apartments are completely gutted, and a foreign iron bedstead has been twisted into queer shapes by the heat.

When we entered the yamen, people were taking away everything that was likely to be useful. Some were picking up boards, others taking the glass out of the windows, others carrying off steel piping, electric wiring, books and discarded clothing.

The fire at the yamen, however, must have been on a small scale compared with the destruction wrought at the other side of the street. Here is a vast area of dwelling houses which contained the families of the yamen guard, burnt to the ground.

Large numbers of the revolutionary soldiers were making themselves at home on the British Concession yesterday. They executed one man, who they said, was a Manchuk, at the city wall road, and another at the Custom House on the Bund. Up in the native town they were reported to be killing great numbers. If they did not say "sixty-six" to their satisfaction they came their heads and it was all the same in the case of those who refused to speak. An effort is being made to come to an understanding with the new authorities which will result in their recognizing the old concession regulation that Chinese soldiers are not to be allowed on the Concession, unless by the directions of their superior and with the sanction of the Municipal Council.

## TELEGRAMS.

### THE REBELLION.

#### REBEL OATH OF ENLISTMENT.

The following, according to the "Hankow Daily News," is a copy of the official document for enlisting in the Revolutionary Army.

I a native of Hsien, of Prefecture of— in the Province of Hupoh, through the introduction of—, enabled to understand that the aim of the People's Army Government is to drive out the Manchus, to recover the loss of the Sons of Han, to establish a government for the people and foster liberty and equality, am now self-willing to be listed as a member of the Central Association of Hupoh. Hereafter I will forever obey all its constitutions and bye-laws. In case of any violation, I am prepared to receive the due punishment. I respectfully beg the Advisor General Sung Chie-chien to submit this confession to the General Secretary Liu to be sanctioned. And through the special officer Shung Chen-voong, I hope, this will be made known to the President of the People's Army Government, Shung Chong-shan (sometimes known as Sung Wen.)

The name of the Introducer (signed.)

Huang Dynasty 4600, 8th moon.

#### SHANGHAI NATIVE TELEGRAMS.

October 19.  
Imperial troops and the revolutionaries began hostilities along the river bank near the railway station. The revolutionaries are said to have suffered a slight defeat.

The official force consists of the 57th and 58th Hunan infantry, 400 defensive troops, and a portion of the Northern Army that have arrived.

Both the Customs buildings and the offices of the Taikoo Yu Hong, Customs brokers, were set alight by ruffians on October 17, and the fire was extinguished by a party of the revolutionary army. Fire has been raging fiercely on Hungghien, a hill outside the Wuchang city; all the houses and effects belonging to the banner men were being burnt or destroyed by the rebels.

The High Court of Justice is being carefully guarded by a company of revolutionaries, against incendiarism by miscreants. The gates of Wuchang are intermittently opened for the passing of merchants and traders, with practically no restrictions.

Admiral Sai has telegraphed to the Ministry of Marine from Hankow, stating that all light-draft ships are being successively ordered to the front. The Haichei (the cruiser that is returning to China from Mexico) is to station herself at Woosung. The Haichei and Haichon are assigned the duty of protecting the Shanghai Arsenal. But the lower approaches of the Yangtze River seem still too weakly guarded, as the craft belonging to individual provinces are needed to defend their own territories, and therefore are not free to obey his orders, he asks the Ministry to decide what is to be done.

Chang Ming-chi, Canton Viceroy, and Chen Teh-chuan, Governor of Soochow, says the "China Times" have both requested the Throne to adopt reforms on a large scale, to dismiss the system of a Noble Cabinet, and to issue a Decree admitting the Emperor's mistake in former policies, so as to regain the sympathy of the people.

All the provinces have been ordered by a Decree to cut down expenditure as far as possible in order to be able to supply funds to the army in Hupoh to prosecute the war.

## TELEGRAMS.

### THE REBELLION.

#### SHANGHAI NATIVE TELEGRAMS.

October, 20.  
Telegrams from Peking state that a request has been addressed to all the Viceroy and Governors by Chen Teh-chuan, Governor of Soochow, to join their names with his in a memorial, praying the Throne to own its mistake, to reconstruct the Cabinet, etc. But Viceroy Chang Jen-chun of Nanking has strongly opposed this proposal by denouncing it in a telegram to all the provinces.

Owing to the runs on the banks, the Viceroy of Nanking has authorized the loan of \$1,000,000 in new coins to the four Chinese banks, namely, Taiching, Communication, Yuning, and Hsun-chun. This fresh supply of dollars will also relieve the stringency of the Shanghai money market very materially.

Hankow telegrams report also a scarcity of ready money in its market, causing stoppage of work in mills and factories. On October 19, an extraordinary session was held by the Provincial Assembly, which decided that a request should be sent to the Governor to borrow Treasury reserves to relieve the market and to abrogate the land taxes of the famine district.

Tsun Chun-huan has thrice declined acceptance of his appointment by pleading illness, but the Throne has again urged him to assume the office. He intends to decline still, and to ask the Throne to appoint another competent official.

H. E. Tsun Yun, Governor at Hangchow, has ordered the defensive regiments to guard the armory, which action has caused an unusual fluttering of alarm among the populace.

A Chinkiang telegram says that the Manchuk garrison there have surrounded the Bureau of Arms and possessed themselves of the rifles and ammunition therein found, declaring that they have done so for self-preservation, fearing an attack by the Chinese.

The battle at Hankow on the 18th is said to have continued for ten hours, and both sides suffered a loss of over a thousand men in wounded and killed.

The Revolutionary Government is said to be ordering reinforcements from Soochuan and Hunan; 2,000 rebels are said to be waiting for embarkation at Kiukiang, having been recruited from many parts of the Kiangsi province.

The two sons of General Ching Piao, educated in Japan, are reported to have gone over to the revolution party, and the General himself to have written a letter to the revolutionary leader, agreeing to surrender.

A reward of Tls. 1,000 is offered by the rebels for information about Jui Cheng's whereabouts. This will be increased to ten times should any report lead to his being discovered.

Yuan Shih-kai started from his home on October 18; he used a private chop to send off some telegrams in lieu of his seal which cannot be cast in time.

A telegraphic order was received by the China Merchants' S. N. Co. from the Yueluanpu to send no more steamers to the North for transporting troops, as a victory had been gained by the Army and Navy. But the ships are to be held ready to leave at a moment's notice. (This telegram was received in the forenoon of October 19.)

The Peking-Hankow railway line is in a thoroughly good condition with the exception of slight damage which will not impede the movement of troops.

An official telegram to the Shanghai Taotai, dated October 10, reads:  
"To-day Navy and Army won already and rebels were defeated. Yuhai was captured."

## TELEGRAMS.

### THE WAR.

#### CONSUL WOUNDED.

[Service to the "Telegraph."]

Bombay, Oct. 25, 7.30 a.m.

Routier's correspondent at Malindi wires that the letters from Beng-hazi describe the bombardment as doing great havoc and creating a panic.

The British Consulate was badly damaged, and the Consul, Mr. Francis Jones, was wounded.

It is estimated that the casualties among the inhabitants amount to four thousand.

#### USE OF MONOPLANE.

Bombay, Oct. 24, 1.50 p.m.  
Routier's correspondent at Rome states that two officers made a reconnaissance on a monoplane at Tripoli and discovered four Turkish camps eight miles beyond the Italian outposts.

#### SEVERE ENGAGEMENT.

Durban, Oct. 24, 0.30 p.m.  
Routier's correspondent at Rome states that heavy fighting has taken place at Benghazi. The Turkish regular troops were reinforced by five thousand Arabs. They lost 400 killed and 1,200 wounded.

The damage in the recent bombardment is officially described as not great.

#### CHURCH COLLAPSES.

A Maltese Church partly collapsed, and eight people were killed and ten wounded. Several British Jews who were taking refuge in the Consulate during the bombardment were either killed or captured.—Routier.

#### GERMAN POLITICS.

#### WHY FOOD IS DEAR.

[Service to the "Telegraph."]  
Durban, Oct. 24, 0.25 a.m.  
The Reichstag has debated Dear Food interpellations. Dr. Bethmann-Hollweg, replying, said the only object of the interpellations was to destroy Germany's protective system. This the Government would resolutely resist. He attributed the dearth of food to drought. The speech was punctuated with cheers from the right and uproar and hisses from the Socialists.—Routier.

#### RAILWAY COMMISSION.

#### LABOURIST EXPLAINS.

[Service to the "Telegraph."]  
Durban, Oct. 24, 9.25 a.m.  
Mr. Arthur Henderson, M.P., has issued an explanation of the findings of the Commission. He considers that the dissatisfaction of the men is due to misunderstanding. He emphatically denies that the Report does not concede recognition of the Trades Unions, and trusts that his explanation will relieve the feelings of the men.—Routier.

#### Weather Forecast.





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Hongkong, 21st October, 1910.

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## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 25, 1911.

### GUILD TYRANNY.

Recognition of trade unions means the recognition of a callous, brutal and unintelligent tyranny. We can speak with knowledge of these things. Here in Hongkong, as we have intimated on previous occasions, the Chinese are endeavouring to establish a tyranny that has apparently for its aim the legalization of loafing. We will confine ourselves, for the present, to the printing trade. There is a Guild in existence in Hongkong, which practically claims the right of dictating the manner in which foreign printing offices should conduct their business. The unfortunate employees who are not members of this Guild are intimidated and, on occasion, brutally assaulted. Men who desire to give a fair day's work for a fair day's wage are actually fined for so doing. Every one of the foreign newspapers published in Hongkong has had difficulties; the aim in each case being to establish the right of the Guild to conduct the employer's business. One of the extraordinary features of the situation is that many of the members of the Guild have been forced to join unwillingly and are in no way in sympathy with its objects. But they are, as is so often the case, overawed and forced into a path which is distasteful to them and which they know it is dangerous to tread.

There is only one way in which the tyranny of organized labour can be defeated. There must be full and cordial co-operation among the employers against the common foe. Any attempt on the part of any one employer to seek personal advantage by withholding his assistance from measures of common defence would be fatal to success. The interest of the one is the interest of all and if the employers are beaten in detail by trade unionists or guildmen fighting as one army, every employer must suffer. It is only pusillanimity and shortsightedness on the part of any one of a body of employers that can possibly give success to the men. Not only is the wealth and the intelligence on the side of the employers, but public opinion, when the issue is not one of wages or hours, but merely whether the person who pays the wage shall conduct his own business, is bound to be against the men. With these advantages this intolerable tyranny, which is as obnoxious and injurious to most decent and intelligent workmen as it is to the employers, could be and should be crushed. To hope, by letting one section of the employers fight the battle, and by standing aloof, to reap advantage at no cost, would be a policy as shortsighted as it is cowardly and treacherous. The defeat of the militant section of the employers would involve anyone who refrained from affording aid and his last state would be incomparably worse than his first. Any such would merit, and richly deserve, each and every tax however onerous, imposed by the most exacting employee. The victory of the militant section would confer no advantage upon any non-participant in the struggle, as the victors would impose their own terms and they would certainly be less tender towards false friends than open foes.

### DAY BY DAY.

Art bids us touch and taste and hear and see the world.

The report of the Sanitary Board meeting on Tuesday is held over.

The S.M.S. Jaguar arrived yesterday from Swatow.

Mr. C. Berkeley Mitchell, Captain-Superintendent of the Amoy Police, is in town.

The band of the steamer Korea will play at a concert at the Hongkong Hotel Roof Garden on Friday evening.

Two striking photographs of the recent eclipse of the sun are forwarded to us by A. Fong of Queen's Road Central.

Messrs. H. Price & Co., Ltd., of 12-Queen's Road Central, have kindly forwarded to us a sample of their G. P. whisky as advertised. We have tried it and found it mellow, finely flavoured, emphatically worth trying.

Messrs. Kelly & Walsh, Ltd., York Building, Chater Road, have sent us a set of their new local Xmas cards for home sending. In style, conception, and finish the cards are above praise. Our readers can be recommended to have a look at them.

To-day at the Police Court Mr. J. R. Wood delivered his decision in the case, in which Bello Pinda was summoned by Sgt. MacDonald for exceeding the speed limit. It will be remembered that at the last hearing, Mr. Reader Harris, of Messrs. Wilkinson and Grist, appearing for the defence, urged that the evidence of one stop watch, without further corroboration, should not be accepted by His Worship. Mr. Wood imposed a fine of \$30.

**Room Heaters.**  
A reasonable advertisement elsewhere calls attention to the "Perfection Blue Flame" kerosene heater. The value of these heaters in a humid climate is undeniable and as they give heat without smoke or smell they should gain wide popularity. They are to be viewed at the offices of the Standard Oil Co. of New York, Hotel Mansions.

**Boxing.**  
Considerable interest is being taken by the public in the forthcoming match at the City Hall between Jack Blackmore and Dick Hannaford. Blackmore has been training at the V. R. C. for the event and will finish his training to-morrow. He is looking extremely fit and says that he can give a good account of himself on Saturday. Hannaford is also reported to be in good trim, so the contest should prove well worth seeing.

**Foreign Trade in Japan.**  
During September the imports into Japan amounted to a value of ¥66,495,863, as compared with ¥75,930,075 for the corresponding month last year. This heavy falling off is not wholly due to the working of the new tariff, however, or to anticipatory imports, as the decrease of 4.1-2 millions is accounted for by a decline in the import of raw cotton, upon which no duty is paid. Exports for the month amounted to ¥72,033,507, an increase of a million yen on last year's figures, the total increase in exports for the nine months being 2.1-2 millions, while exports last month exceeded imports by 17.1-2 millions. The trade for the nine months, however, still shows an excess of imports over exports of 95 million yen.

**Military Motor-Cars.**  
Trial trips of the two military motor-cars constructed at the Osaka Military Arsenal and of two other foreign-made cars are to be held shortly between Tokyo and Osaka, each car carrying a quantity of rice and barley. The cars were to start from Osaka on or about the 20th instant. As the Tokaido road was damaged by the recent inundations, and in some parts is still under repair, it is not yet decided whether the Tokaido or Nakasendo will be followed. The object of the trial is to test the ability of the cars to negotiate the most difficult parts of the road. Each car will carry four or five military officers together with a complete repair outfit.

### A SIN OF OMISSION.

Messrs. Watson and Co. and Morphine.

Before Mr. F. A. Hazelard at the Magistrate's this morning, Messrs. A. S. Watson and Company were charged with (1) Importing morphine into the Colony in contravention of Section 23 of the Opium Ordinance and failing to have certain cases marked "Poison" and (2) with being in possession of 5 lbs. of morphine in excess of the amount allowed.

Mr. P. M. Hodgson, Assistant Crown Solicitor, prosecuted and Mr. Eldon Potter, instructed by Mr. J. Scott Harston, of Messrs. Ewins and Harston, appeared for the defence.

Mr. Hodgson, in outlining the facts of the case, stated that on August 30, Messrs. Watson and Company landed in Kowloon a case, which remained in the godown for four or five days—he thought it was four days. The Revenue Officer in charge in Kowloon upon receiving instructions sent a message to Messrs. Watson and Co. to come over and open the case. The manager of the warehouse, Mr. Nobbs, went over and opened the case and found a number of tins marked "Poison." The Revenue Officer took the tins away for analysis. The outer case containing the tins was not marked "Poison." After the inspection, the defendants took steps to have a declaration made. The total weight was given as 224 lbs. of morphine and in a letter which was subsequently written by the defendants, it was admitted that there was an excess of five lbs. There were two breaches of the regulations—landing morphine in breach of the Ordinance and having in possession more than the quantity allowed.

His Worship—I take it that the tins containing ordinary lozenges. There is no question of fraud?

Mr. Hodgson—This question of fraud or mala-fides is not for me to deal with under the Ordinance; as to whether there is fraud or mala-fides is entirely a question for your Worship on the facts and the penalty will be adjusted accordingly.

His Worship—The prosecution considers it a serious offence?

Yes.  
They are tough lozenges. There is no question of fraud?—It is entirely for your Worship to decide.

No, no, it is not a question of the matter being for me to decide. It is not suggested that they were not tough lozenges?—No.

Mr. Potter on behalf of the defence said that Mr. Harston's name appeared as the defendant but the real defendants were Messrs. A. S. Watson and Co. He (Mr. Potter) should have thought that the prosecution would have made an unqualified withdrawal of the statement of fraud. He was surprised to hear it stated in Court by the prosecution that it would merely leave the matter to be decided by his Worship. Messrs. Watson and Company was one of the oldest firms in the Colony, having business in Hongkong as far back as 1841. The firm so conducted its business that it had gained a reputation not only in Hongkong but throughout the Far East. It carried on a very extensive business in the Colony, employed a large staff and paid large wages. The firm annually paid a considerable sum of money to the Government in the shape of Crown rent, duties, etc., which amounted to \$30,000 a year. He thought he was only stating a truism when he said that the welfare of the Colony was bound up with the welfare of a firm like Messrs. Watson & Co., who were entitled to expect reasonable protection from the Government. So far from getting that protection, the firm was open to being unduly harassed, which was unfair and unjust, by the Government.

His Worship—Don't say, the Government. Use the word "Legislature."

Mr. Potter—Perhaps I better use the word "Legislature." Proceeding, Mr. Potter said that the prosecution was instituted under Section 51 of the Ordinance. By that Ordinance, it was first of all provided that to import morphine, the importer must obtain a license by paying \$25. He had got to pay a royalty of \$10 for every tael of morphine imported, not to the Hongkong Government

in aid of the revenue, but to the Opium Farmer. Not only was every local chemist fined \$10 per tael but not a cent of the money went to the Government, but it all went to the Opium Farmer. So closely had the Government identified itself with the Opium Farm, that not only the \$10 royalty, but also the \$25 license fee went to the Opium Farmer. The result was fairly obvious. It gave the Opium Farmer a monopoly of the drug. Certain regulations had been passed by the Legislature which were incorporated in the Ordinance and by those regulations a large number of foreign produce were freed from the provision of Section 51 of the Ordinance. So that, in addition to paying \$25 for the license certain foreign preparations were freed from duty, and the local preparations were not. He believed that a number of local preparations were exempt from duty but the number was only 28 against 68 of the foreign preparations exempted from duty. The position was extraordinary. The position created by the Legislature was that the local chemist was squeezed in two directions—payment of duty and the discrimination exercised by the Legislature in favour of foreign preparations. In the case of the foreign preparations, it was expressly provided that the license might be revoked by the Governor without any cause being assigned while every little breach under the Ordinance as regarded the local preparations was made an offence without regard to the fact whether or not the party concerned was guilty of intent to defraud. Any more breach laid the party open to fines ranging from \$1 to \$100, to say nothing of three months' imprisonment if the Magistrate so pleased. The only conclusion the public could come to was that Messrs. Watson and Company had attempted to swindle somebody, probably the Opium Farmer. The facts of the case were these. Revenue Officer Brett saw a case marked "Confectionary." He asked Mr. Nobbs about it and the latter replied he did not know, because he had not ordered it and said he would have to find out. Mr. Brett then and there opened the box. He found cough lozenges. Mr. Nobbs himself calculated the amount and properly declared it. The charge was that the box did not have upon it the word "Poison." If the prosecution suggested in any way that there was absence of good faith on the part of Messrs. Watson and Company, why did it not prosecute them under Section 90 of the Ordinance, which provided that any attempt to import in breach of the regulations constituted an offence, and defendants would clearly have been guilty of an offence. But where could the offence lie unless the defendants wanted to smuggle without clearing, and there was no such suggestion. The only ground on which the Crown could base their suggestion that the defendants had acted improperly was that they did not declare the contents of the box, which, as a matter of fact, was done the moment they found out about the matter. He submitted that the smallest fine his Worship could impose would be a sufficient fine to meet the ends of justice. The result of the Ordinance was that any Home manufacturer who sent out boxes without the word "Poison" rendered the defendants liable. His Worship would therefore see how hardly the Ordinance bore on them. The defendants were absolutely in the hands of the Home manufacturer. Perhaps the Legislature did not appreciate the hardship which the Ordinance inflicted on the defendants, and perhaps the law would be amended, but in the present case, the only way to meet the case was to inflict a nominal fine, unless his Worship was satisfied that there was intent to defraud. The defendants' books showed no attempt at concealment and there was no suggestion of want of good faith.

In the case of a firm of the size of Messrs. Watson, it was difficult to calculate just how long a certain amount of morphine would last and it was therefore almost inevitable that when a fresh lot arrived, a portion of the previous lot remained. The prosecution might ask why they did not write to Dr. Atkinson to ask for a permit. The defendants

admitted the offence but he submitted it was merely a sin of omission. The person who was responsible for the prosecution must have realized that having imported a fresh lot, five lbs. of the previous lot remained over, therefore the only offence was that the defendants did not ask Dr. Atkinson to sanction the balance of the previous lot. If the defendants had so wished, they could easily have concealed the stuff, because there was nothing in the books to show that there was a balance of the previous lot. In both cases, the ends of justice could be met by inflicting a nominal fine. It was clear that the defendants were the victims of circumstances. They imported hundreds of boxes of confectionery and that being so, it was natural that a box might be marked "Confectionary." Had the defendants asked Dr. Atkinson for sanction, he was sure it would have been granted. He need hardly say that that was the first offence of the defendants and the prosecution did not press the charge.

His Worship remarked that he was satisfied that there was a total absence of mala-fides and imposed a nominal fine of \$5 on each penalty.

### THE S.S. SHINYO MARU.

#### A Fine New Ship.

The new Toyo Kisen Kaisha steamer, Shinyo Maru, which arrived in Hongkong yesterday, has already been mentioned in our columns, but the interest evinced in her appearance in port, should justify a further reference to this latest addition to Hongkong's visitors.

The Shinyo Maru is a Japanese built boat with a displacement of 21,000 tons, and a gross tonnage of 13,377 tons. Her length is 575 feet while the distance between the two perpendiculars is 550 feet and her beam 83 feet. The cargo capacity is 9,262 tons, which is to be handled through twelve hatches, by six derricks with twelve booms, and twelve four ton winches to front post and booms are built for heavy cargo especially having a lifting power of 25 tons each.

The engines fitted are Parson's turbine engines capable of developing 21,000 h.p., and on her trial run she made a speed of over twenty knots per hour. The new boat is essentially a safe one, is double bottomed throughout and fitted with ten water-tight bulk heads and numerous water-tight doors which can be simultaneously closed by an automatic arrangement from the bridge. Besides wireless apparatus which is capable of working over a three mile range, the vessel is equipped with a new sounding contrivance which can detect land sounds and bells which are imperceptible to the ear, a useful apparatus in times of fog.

Turning from the machinery to the accommodation it is found that everything has been carried out on a sumptuous scale. In all there are 63 first class cabins including two suites of a sitting room, bedroom, and bath room, while four of the larger cabins are each fitted with four berths, and are called "family cabins." The furnishing is both comfortable and artistic while that all important factor, temperature, can be regulated at will by either electric fan or steam. Even the ventilation is improved in such a manner that that stuffiness, peculiar to ships, will be nearly, if not entirely, obviated. The main dining saloon is a thing of beauty. Large and spacious it is fitted with different sized tables to meet the convenience of passengers. The result is most certainly pleasing and we are informed that passengers on the first voyage were more than pleased at this departure from the conventional long table that has been so long in vogue. A visit to the ship deck showed that what the owners have claimed for it have been amply substantiated and the craft is certainly one of the best entering the port. This morning the members of the local press were entertained on board at the invitation of Mr. K. Matsuda, and shown round by the genial master, Capt. H. S. Smith. The vessel, which will be thrown open for public inspection on Friday, is the last word in ships running on Trans-Pacific lines.

### NOTES AND COMMENTS.

A notification has been sent to Peak residents by the Hongkong Electric Co., Ltd., in reference to the supply of a service, which it is hoped will begin next April. We announced some time ago that the Government had given its sanction to the institution of this service and the Peak residents will, no doubt, be pleased to get this confirmation.

A big battle is expected any day, according to to-day's telegrams, but it is to be hoped that the rebels will be reasonable and will give the Imperial generals time to finish their literary efforts first. Nearly all of them are busy with gall-dipped pens. Yuan Shih-kai has asked that he should be made top dog and that Yin Chang should be merely his more or less trusty terrier, so to say. Yin has replied to this that Yuan is an impudent and conceited fellow. This is quite mild, but Yin, if he fails quite to get to grips with Yuan, takes it out of Admiral Sir Sah. He describes Sir Sah as undependable—as a no-user indeed. The memorial has been shelved, we read, but we hope Sir Sah will come along with his notions very shortly. Meantime the Canton Viceroy, Chang Ming-chi, has popped up with his little lot. He has memorialized the Throne asking that the members of the Royal Family should be removed from the Cabinet. That is daring enough, but he goes quite out of his way to seek for trouble when he asks the Throne to issue a rescript laying the blame of the Rebellion on itself. That memorial also, says one of our telegrams, is "held over." There is a grim, but probably unconscious, significance in "hold over." It is as though the Throne had said, "We are busy now, and this goes into a pigeon-hole for the moment. But we hope to consider it carefully later." The betting at the moment is against Chang, and the odds may lengthen after a bit.

The fact that banks in Hongkong have been sending money to North China reminds one—by association of ideas only; the cases have nothing more in common—that the French Socialist journal, "L'Humanite," has been waging war against the bankers, who secretly lend money to Germany. It declares that a sum of at least \$50,000,000 is concerned. A soldier who trifles in his arms is immediately treated as a traitor; why is no notice taken of the banker, who lends money to a foreign Power? The newspaper declared that part of the recent crisis in Germany was due to the withdrawal of capital from Germany and its return to France. The "revelations" are by no means new. It has long been known that millions of French francs find their way, by more or less roundabout means, into German coffers, and that German industrial development largely depends upon this outside aid. But if "haute finance" knows no frontiers the "polite epargne" is differently constituted, and resents the suggestion that it should assist by its thrift the aggressive commercial and military policy of the Teuton. Nevertheless, that these subjects should be discussed is a sign of the times—a sign that the monetary inter-dependence of nations has created a new basis of power.



## TELEGRAMS.

## THE REBELLION.

## DYNASTY IN DANGER.

[Exclusive Service.]

Shanghai, Oct. 25, 1.35 p.m.  
The fall of Sianfu, the inactivity of Yuan Shih-kai, and the gradual extension of the rebellion in Central China foreshadows the possible overthrow of the Manchurian regime.

## PREPARATIONS FOR FLIGHT.

The Court is undoubtedly making preparations for flight and is transferring its funds to foreign banks.

No further fighting is reported. There is no telegraph communication with Hankow.

## IN NEGOTIATION.

It is reported that General Yin-chang and the rebels are in negotiation.

## PEKING PANICKY.

In Chinese sources in Shanghai there is confidence in the eventual success of the revolution. Peking is growing panicky.

## A REBEL ULTIMATUM.

Canton, Oct. 24.  
A rumour is current in Canton that Luk Lan-ching, the brigand chief, has obtained from the rebels the sum of Pts. 300,000 to start a rising in Kwangtung in order to divert the attention of the Imperialists.

It is reported that the 30th inst. will be fixed for the day for the rising. Already the families of many of the officials have been sent away from Canton. A rumour says that the Viceroy has received an ultimatum from the rebels giving him five days' grace to consider whether Canton will be surrendered or otherwise. If the Viceroy was waiting for the arrival of the New Tartar General before considering the during action of the rebels.

## OUTRAGE AT CANTON.

## TARTAR GENERAL ATTACKED.

Rumours were circulating in the Colony, among the Chinese to-day that an attack had been made upon the new Tartar General. As is usual in the case of reports of this nature they were indefinite in character.

The Tartar General only arrived from the North yesterday afternoon by the Kwangshai and, with his family, proceeded directly to Canton by the Chinese gunboat Po Pik.

Our Canton correspondent, telegraphing at 1 o'clock to-day, confirms the rumours.

He says:—The life of H. E. Fung Shan, the new Tartar General, was attempted to-day while the General was passing through Chongking Street in Nankwan.

A bomb was thrown at him from a house above. Many of the guards accompanying him were killed or wounded but His Excellency was not injured.

## PRIVATE CONFIRMATION.

A private telegram received at noon to-day was as follows:—“Tartar General Fung Shan, while passing through Cheong Ching Street, had a bomb hurled at him from a house-top, killing several soldiers of his bodyguard. The fate of the Tartar General is not known.”

## FOREIGN VIEW FROM CANTON.

It is interesting in view of the position that is developing to have the opinion of foreigners residing at Canton of the situation. The following private letter dated yesterday, has been received from an eminently trustworthy source:—

“Nothing new to report re the political situation here, but there is undoubtedly an uneasy feeling amongst the people and business is suffering very much. The great majority of the people are, no doubt, greatly in favour of the rebels, but they don't like to say much at present.”

## TELEGRAMS.

## HOME POLITICS.

## COUNTRY SURPRISED.

[Service to the "Telegraph."]

Durban, Oct. 24, 10.15 a.m.  
The reshuffling of the Cabinet has come as a surprise, especially the exchange of the Right Hon. H. McKenna and the Right Hon. Winston Churchill, which is chiefly commented upon and has occasioned conflict of opinion.

## A TRIBUTE TO CHURCHILL.

While a section of the Conservative Press considers Mr. Churchill's appointment as a victory of the "Little Navyites," the "Morning Post" says that it is an indication that the Government is beginning to recognise the extreme urgency of the question of national defence. It pays a tribute to Mr. Churchill's abilities and strength of purpose.

The "Daily Express" congratulates the country upon the change and believes that the Admiralty will regain the confidence of the public.

## A HISTORICAL COMPARISON.

The "Daily Mail" makes a comparison with Mr. Chamberlain in 1895 taking an inferior post in anticipation of making history. It says: "Possibly Mr. Churchill believes that in the near future the Admiralty will be even more important than the Colonial Office was in 1895."

## PROFOUNDLY UNPOPULAR.

The "Daily Graphic" says that the change will be profoundly unpopular in the Navy. Mr. Churchill was the bitterest opponent in the Cabinet of Mr. McKenna. Admiral Sir John Fisher and he were in constant communication with the malcontents in the Navy and advocated the building of King-Edwards in preference to Dreadnoughts.

## VIEWS OF LIBERAL PAPERS.

The "Daily Chronicle" says that when Lord Tweedmouth resigned, Sir John Fisher used his influence to induce Mr. Churchill to take the post.

The "Daily News" offers no comments, but thinks that the exchange is due to personal tastes and considerations not known to the public.

The "Morning Leader" says that Mr. Churchill is the pledged apostle of economy, and thinks that he has been chosen in view of the delicate situation. When the German programme is completed, it hopes that he will negotiate a reduction of armaments.

## A GREAT OPPORTUNITY.

Altogether the newspapers think that Mr. Churchill has a great opportunity and their attitude is one of expectancy as to how he will use it.

## NO STATEMENT MEANTIME.

Durban, Oct. 24, 9.30 p.m.  
When the House of Commons assembled to-day Mr. David Mason asked why the Government had not offered its good offices in the Italo-Turkish hostilities.

Mr. Asquith, in reply, said that he did not think a public announcement was desirable at present.

## AN AMBITIOUS PROGRAMME.

Mr. Asquith announced that in addition to the Insurance Bill the Government hoped to pass the Shops, Wines, and Naval Prize Bills, the Finance Bill, and the Scottish Land Bill.

## RUSHING IT.

The Government, he said, proposed to allocate 18 or 19 days to the Insurance Bill. Mr. Balfour described this allowance as preposterously small.

## STATEMENT ON FOREIGN AFFAIRS.

Durban, Oct. 25, 12.20 a.m.  
Replying in the House of Commons to Mr. Balfour, the Prime Minister said he hoped that Sir Edward Grey would make a statement on Foreign Affairs, including Morocco, in a fortnight.

The Government, also said the Premier, would not refuse to labour debate if there was a demand for it.

The House resumed consideration of the Insurance Bill in Committee.

## TELEGRAMS.

## HOME POLITICS.

## GERMAN PRESS AND CHURCHILL.

[Service to the "Telegraph."]

Durban, Oct. 25, 7.5 a.m.  
The German Press is greatly interested in Mr. Churchill's new appointment. It anticipates a renewal of British action to secure the limitation of armaments.—Reuter.

## EDINBURGH UNIVERSITY.

## LORD RECTORSHIP.

[Service to the "Telegraph."]

Durban, Oct. 24, 9.25 a.m.  
Lord Minto and the Earl of Crewe have been nominated as candidates for the Lord Rectorship of Edinburgh University.—Reuter.

## BOXING.

## ENGLISH CHAMPION BEATEN.

[Service to the "Telegraph."]

Durban, Oct. 24, 9.25 a.m.  
The Frenchman, Carpentier, beat Young Josephs, the English welterweight champion, in the eleventh round, on points, at Southwark.

The stake was one of £300.—Reuter.

## BURNS AND JOHNSON.

Durban, Oct. 25, 7.5 a.m.  
Reuter's correspondent at Auckland states that Tommy Burns has arrived there. Burns says he is anxious to meet Johnson again, preferably in Australia.—Reuter.

## LIBERTE DISASTER.

## NO FOUL PLAY.

[Service to the "Telegraph."]

Durban, Oct. 24, 11 p.m.  
The report of the Commission of Enquiry into the cause of the Liberte disaster declares that there was no sign of foul play.

It offers the opinion that the disaster was due to the ignition of the powder in some cartridge, possibly through some extraneous packing material.

It recommends certain improvements in packing installations.—Reuter.

## HOME RACING.

## THE CAMBRIDGESHIRE.

[Service to the "Telegraph."]

Durban, Oct. 24, 8.40 p.m.  
The following are the probable starters and jockeys for the Cambridgeshire Stakes run at Newmarket to-morrow:—Mustapha (F. Wortton); Mercutio (Trigg); Lenawand (Huxley); Protri (Wams); Trepada (Rckaby); Tatling (Garner); Dandyprat (Wheatley); Sunbright (Higgs); Labacasse (Piper); Braxted (Winter); Mahaud (Martin); Atmah (Fox); Radiancy (no jockey named); Long Set (Jellies); Grammont (Ringstead); Master Bill (Kent).—Reuter.

## THE BETTING.

Durban, Oct. 24, 7.35 p.m.  
The betting in the Cambridgeshire is as follows:—100 to 15 Mustapha; 7 to 1 Trepada; 10 to 14 Mercutio; 8 to 1 Mahaud; 10 to 1 Braxted and Sunbright; 10 to 6 Grammont; 20 to 1 Radiancy; 25 to 1 Atmah.—Reuter.

## OBITUARY.

## DR. A. P. HILLIER, M.P.

Bombay, Oct. 25, 7.30 a.m.  
The death by suicide is announced of Dr. A. P. Hillier, M.P. for the Hitchin Division of Herts since 1910.—Reuter.

## MONSIGNOR CAPEL.

[Service to the "Telegraph."]

Durban, Oct. 24, 9.30 p.m.  
The death is announced of Monsignor (Thomas John) Capel, the original of Catesby in "Lothair"—Reuter.

[Monsignor Capel was a prominent Roman Catholic prospector. He was 76 years of age. In 1888 he was appointed private chaplain to King Edward VII. He was rector of the Roman Catholic university at Kensington from 1874 to 1878. He had been resident in California for some years.]

## TELEGRAMS.

## THE WAR.

## TRIPOLI ARABS SHOT.

Durban, Oct. 25, 7.15 a.m.  
A number of Tripoli Arabs who attacked the Italians from the rear on Oct. 23 have been shot. Natives found carrying arms have been arrested. Some are to be court-martined and others expelled.

A decree has been issued making death the penalty for carrying arms.—Reuter.

## EARL GREY.

HONOURER BY THE KING.  
[Service to the "Telegraph."]

Durban, Oct. 24, 9.25 a.m.  
H. M. the King has invested Earl Grey, late Governor-General of Canada, with the Grand Cross of the Order of the Bath.—Reuter.

## CABINET MEMBERS.

## Thumb-Nail Portraits.

The following notes on the members of the Cabinet who have changed places or have been newly appointed may prove interesting:—

Earl Carrington, age 63, an ardent Liberal; President Board of Agriculture, 1905; Joint Hereditary Lord Great Chamberlain. The leader of the Small Holdings movement. Becomes Lord Privy Seal.

Right Hon. R. McKenna, age 48; Financial Secretary to the Treasury 1905-7; President of the Board of Education, 1907-8; First Lord of the Admiralty since 1908. Becomes Home Secretary. Combines a faculty for mathematics with a love of rowing and has distinguished himself in the schools and on the river.

Right Hon. Winston Spencer Churchill, age 37; soldier at 19; saw the Spanish Campaign in Cuba; in the Sudan Campaign of 1898; won distinction in the Boer war, was captured by the Boers, but made a dramatic escape. Has written the Life of his father, many of whose characteristics he reproduces. Left Conservatives and joined Liberals in 1904. Becomes First Lord of the Admiralty.

Right Hon. C. E. H. Hobhouse, age 50; from being Under-Secretary for India became Secretary to the Treasury; Rendered Mr. Lloyd George much service during Budget debates.

Right Hon. Walter Runciman, age 41; was formerly managing director of the Moor Line of cargo steamships; is a Wesleyan Methodist; attempted to settle the Education question in conjunction with the archbishop of Canterbury. Becomes President of the Board of Agriculture.

Right Hon. J. A. Pease, age 51; was a very popular chief Liberal whip; an ex-master of draghounds and beagles; was captain of his county cricket eleven (Durham) for several years, and is an all-round sportsman. Becomes President of the Board of Education.

Not in the Cabinet.  
Mr. T. McKinnon Wood, age 55; was for many years leader of the Progressives in the L.C.C. and has been Chairman. Is an able debater and municipal statesman.

Mr. F. D. Achland, age 37, was formerly private secretary to Mr. Haldane and financial secretary to the War Office.

Right Hon. Alfred Emmott, age 53; has achieved distinction as chairman of Committee of Ways and Means and as Deputy Speaker.

Lord Lucas, age 35; son of Hon. Auberon Herbert; served in the South African War; a young Liberal of whom his party expects much.

## HONGKONG HOTEL.

## ROOF GARDEN.

By kind permission of Pacific Mail Steamship Company. The Band of the S.S. "KOREA" will give

A CONCERT on FRIDAY EVENING, commencing at 9 p.m.

J. H. TAGGART, Manager.  
Hongkong, 24th Oct. 1911. [1448]

## THE FRENCH CONVENT.

## Sale of Work.

The annual sale of work in aid of the French Convent took place at the City Hall yesterday afternoon. Lady Lugard, who was to have opened the sale, was absent owing to indisposition, but her place was taken by his Lordship Bishop Pozzo, who declared the bazaar open. The ladies of the Colony assisted at the various stalls, and the large amount of fancy articles turned out by the children of the Convent, found ready purchasers. Business was brisk during the afternoon.

The following are the ladies who had charge of the various stalls:—

Refreshment Stall—Mrs. Ross, assisted by Mrs. Looker, Mrs. Nowall, Miss Tomes, Miss H. Tomes, Miss Eyres, Miss M. Eyres.

No. 1 Stall—Mrs. Gordon, assisted by Mrs. Macgregor and the Misses Gordon.

No. 2 Stall—Mrs. Tomes, assisted by Mrs. Pollock, Mrs. Hastings, Mrs. Bird, Mrs. Hancock, Mrs. Ram.

No. 3 (French) Stall—Madame Berindougue, assisted by Madame Paillard, Frau Voretzsch, Frau von Wiser.

No. 4 (French) Stall—Madame Thomas, assisted by Madame Hurtado, Madame de Reus, Madame Detinors, Mdle. Lecable, Mdle. Thomas.

No. 5 Stall—Mrs. Lammert, assisted by Mrs. R. Chapman, Mrs. Main, Mrs. Coppin, Mrs. F. Smyth.

No. 6 Stall—Miss Wallace, assisted by Mrs. Jackson, Mrs. Harding, Mrs. Barker, Mrs. Holyoak, Miss Armstrong, Miss Harker.

No. 7 Stall—Mrs. Jordan, assisted by Mrs. Valpy, Mrs. Barrington.

No. 8 Stall—Mrs. Chatham, assisted by Mrs. Philips, Mrs. Black, Mrs. Wolfe, Mrs. Craddock, Miss Harris, Miss E. H. Potts, Miss M. H. Potts.

No. 9 (American) Stall—Mrs. Bolles, assisted by Mrs. Walker, Mrs. Anderson, Mrs. Hayes, Mrs. Brown, Mrs. Shearer, Mrs. Bowdley.

No. 10 (German) Stall—Mrs. Just, assisted by Mrs. Hoch, Mrs. Muller.

No. 11 (Toy) Stall—Mrs. Tulloch, assisted by Mrs. Hamilton, Mrs. Stewart, Mrs. Lindsay.

## POPULAR

## "ASAHI" BEER.



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [43]

## MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF His Excellency the Governor and Lady Lugard.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers—Hong Kong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st, from 2.30 to 7 p.m.

Many Novelties suitable for Christmas Presents.

3.45 p.m.—Children's Variety entertainment.

5.30 p.m.—Auction.

6.15 p.m.—Variety Entertainment.

If not the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cot in the M.C.L. Home at Otterburn Barrer.

NO CHITS TAKEN.

Hongkong, 18th Oct. 1911. [1444]

WING KEE & CO. 47-49, Colonna Rd.

SHIPHANDLERS' PROVISION & COAL MERCHANTS.

Tel. No. 135. 12, Queen's Road Central. Hongkong, 24th October, 1911.

## MILK

## FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.



One penny a pint!

## WARM YOUR HOME

this coming winter with one of our

## NEW "PERFECTION" BLUE FLAME OIL HEATERS.

ELEGANT,

ODORLESS and

ECONOMICAL.

Prices from \$5.50.

Samples on view at our Offices.

## STANDARD OIL CO. OF NEW YORK,

Hotel Mansions

Hongkong, 25th October, 1911.

[1452]

## A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG  
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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VERY OLD

## SCOTCH WHISKY. P

LIQUEUR.

## CONNOISSEURS

PLEASE NOTE THAT

This famous brand of Liqueur Whisky has been placed on the market to stand the test against all the leading Whiskies now advertised. As a Good, Clean, Mellow and Palatable Whisky it has no equal. Once given a trial its success is assured. Don't forget when ordering insist on getting G.F.

Price \$20.00

Per Case of 12 Bottles.

A SPECIAL DISCOUNT GIVEN ON ORDERS FOR FIVE CASE LOTS OR MORE.

SOLE AGENTS—

H. PRICE &amp; CO., LTD.

WINE &amp; SPIRIT MERCHANTS,

Tel. No. 135. 12, Queen's Road Central.

Hongkong, 24th October, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John.
"EMPEROR OF INDIA" Satur., Nov. 4.	"EMPEROR OF BRITAIN" Fri., Dec. -1.
"EMPEROR OF JAPAN" Satur., Dec. 2.	"EMPEROR OF BRITAIN" Fri., Dec. 29.
"MONTEAGUE" Satur., Dec. 30.	
1912	1912
"EMPEROR OF INDIA" Satur., Jan. 27.	"EMPEROR OF BRITAIN" Fri., Feb. 23.
"EMPEROR OF JAPAN" Satur., Feb. 24.	"EMPEROR OF BRITAIN" Fri., Mar. 22.

S.S. "MONTEAGUE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 7 a.m. Each Trans-Pacific "Empire" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empire of Britain" and "Empire of Japan" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class-only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and entertainment being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£43 Via New York...£45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	LOKSANG	Thursday, 26th Oct., Noon.
SINGAPORE, PENANG, & CALCUTTA	KUMSANG	Friday, 27th Oct., Noon.
MANILA	YUENSANG	Saturday, 28th Oct., 2 p.m.
MANILA	LOONGSANG	Saturday, 4th Nov., 2 p.m.
SHANGHAI	CHOYSANG	Thursday, 2nd Nov., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kumsang" and "Yuensang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Datta, Simporua, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 26th October, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"LUCERNE"	J. Mathie	11,000	October 25th.
"STRATHLYON"	J. R. Shaw	8,000	November 21st

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports. For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.

Telephone No. 786. Hongkong, 6th October, 1911.

NEW LINE OF STEAMERS  
TO  
SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Delagoa Bay, Hararai, East London, Port Elizabeth and Cape Town, calling at Mauritius, Antioch, Indragiri, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS

S.S. "DUNERIE"	8,000 tons	To be despatched end Dec.
S.S. "KATANGA"	8,000	To follow

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
Messing Agents.

Hongkong, 24th August, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight. WEDNESDAY, 6th Dec., at Daylight.

VICTORIA, B.C., & SEATTLE	KANAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KORE, YOKOHAMA, ONI, & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	KUMANO MARU, Capt. M. Winkler, T. 6,000 YAWATA MARU, Capt. T. Sekine, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBE.	CEYLON MARU, Capt. Tozawa, Tons 6,000	TUESDAY, 7th November.
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N'SAKI, KOBE & YOKOHAMA.	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
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KOBE & YOKOHAMA.	HITACHI MARU, Capt. T. Yamawaki, T. 7,000	THURSDAY, 26th Oct., at 11 a.m.
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BOMBAY, via SINGAPORE & COLOMBO.	WAKASA MARU, Capt. N. Nishida, T. 7,000	WEDNESDAY, 31st October.
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† Fitted with new system of wireless telegraphy.  
\* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"KIRIN MARU".....Tons 4,000...Capt. Deguchi.....Nov. 2nd.

1912 PASSENGER SEASON, 1912  
FOR EUROPE.

Steamer.	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	P. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. G. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

Steamer.	Tons	Captain	From Hongkong.
INABA MARU	7,000	S. Tomimaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Iizawa	April 23rd.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 1 day, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

From	STEAMERS.	To SAIL.
SWATOW, AMOY and SHANGHAI	"HANGCHOW"	26th Oct., Noon.
HONGKONG, PAKHOI & HAI-PHONG	"SUNGKIANG"	26th " Noon.
SHANGHAI	"CHINHUA"	26th " 4 p.m.
SHANGHAI	"ANHUI"	28th " M'night.
MANILA, CEBU & ILOILO	"TAMING"	31st " 4 p.m.
SHANGHAI	"CHENAN"	2nd Nov., 4 p.m.
SHANGHAI	"LINAN"	4th " M'night.
WEIHAIWEI & TIEN TSIN	"HUICHOW"	5th " D'light.
MANILA, ILOILO & CEBU	"TEAN"	7th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin crew Steamers "Tan" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of a. "Kallong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares—Single \$45 Return \$75. For Freight or Passage, apply to—

BUTTERFIELD & SWIRE. Telephone No. 38. Hongkong, 24th October, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings, from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New-York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. "Shayona".....3rd Nov.	For Havre, Bremen & Hamburg: S.S. "Seagambia".....28th Oct.

"Scandia".....18th Nov.	For Havre & Hamburg: S.S. "Bayern".....8th Nov.
"Spezia".....2nd Dec.	For Rotterdam, Hamburg & Antwerp: S.S. "Sachsen".....11th Nov.
"Segovia".....14th Dec.	For Havre & Hamburg: S.S. "Arcadia".....16th Nov.
"Silesia".....27th Dec.	
"Ambrin".....10th Jan.	
"Goldeufels".....24th Jan.	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office. [966]

Hongkong, 20th October, 1911.

HONGKONG—  
PHILIPPINES.PHILIPPINES  
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
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RUBI.....4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 30th Oct., 4 p.m.
ZAFIRO.....4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.

For Freight or Passage apply to

## SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 21st October, 1911. [14]

## A. R. MARTY.

## HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to A. R. MARTY, 24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911. [1098]

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
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ST. ALBANS.....	26th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	" Dec. 9.
AUDENHAM.....	1st Dec.	" Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to—

Gibb, Livingston & Co., Agents. [987]

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
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S.S. "Shinyo Maru".....21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyu Maru".....21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....21,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....21,000	E. Bent	Dec. 29th, Noon.

† These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw steamer Shinyo Maru will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

## SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru.....11,000	W. Green	Dec. 13, Noon.
Kyo Maru.....17,000	W. Green	Dec. 18, Noon.
San Francisco Maru.....17,000	W. Green	Dec. 23, Noon.
San Francisco Maru.....17,000	W. Green	Dec. 28, Noon.

For Further Particulars as to Passages and Freight, apply to—

K. MATSUDA, Agent. KING'S BUILDING, Praya Central.

## COMMERCIAL.

## Rubber.

The "L. & O. Express" of September 28 has the following:—

The market for Para. has been dull and rather lower without much business doing. Hard fine on the spot quoted 4s. 8d. value (last year 6s. 6d.). September.

October delivery sold at 4s. 8d. to 4s. 7.3-4d., closing 4s. 8d. value. October-November 4s. 7.1-2d. value. November-December sold at 4s. 6.3-4d. and value.

December-January and January-February 4s. 6.1-2d. value. Soft Pine, September-October quoted 4s. 5d. value. Plantations neglected and lower Contract qualities September delivery

quoted 4s. 1.1-2d. September-

October 5s. 0.1-2d., October-November 5s. November-December 4s. 1.1-2d. and January-March at 4s. 0.1-2d. The receipts at Para this month are 2,260 tons, against 1,180 tons last year.

At the regular monthly public sale at Antwerp, which was held on the 27th ultimo, the inscription passed off with an active demand, most qualities participating in a

noted improvement. Plantation, owing to the large sales in September, especially in London, has not been easy to place, and the sales made show a decline on

valuations of 6. 73 per kilo, or 4.07 per cent.

During the week ended Sept. 27, the market was moderately active with a fair business passing. There was not much speculative activity, but there was a continuance of the investment buying

of attractive out-of-the-way shares, especially of concerns which are on the verge of large production.

In the absence of any big supply, many of these issues have shown rises during the week. The old established dividend payers have only been in moderate request.

The World's Silk Production.

The final statistics of the world's silk production in 1910, published by the Syndicate of Silk Merchants at Lyons, confirm the estimate made some time since that the increase in Asiatic crops would compensate for the deficit in

European crops; the Syndicate arriving at a total of 24,435,000 kilos, against 24,510,000 in 1909, or a decline of only 15,000 kilos. To this aggregate

Eastern Europe (France, Italy, Spain, and Austria-Hungary) contributed 4,700,000 kilos, against 5,385,000 in 1909, whilst the

Levant and Central Asia produced 2,800,000 kilos, compared with 3,038,000 in 1909. Both these figures are far exceeded by the

Far East with a total of 16,935,000 kilos, against 16,087,000 in 1909 and 15,836,000 in 1908. Exports from Shanghai were 5,193,000 kilos, against 5,185,000; from Canton, 2,637,000, against 2,295,000; and from Yokohama, 8,935,000 against 8,372,000. A review

of the figures for the past 40 years shows that the world's silk production has advanced without interruption in quinquennial periods. European crops have been stationary for the past 20 years, and the aggregate increase is due to the countries of the Levant and Central Asia and above all to the Far East. It may be remarked that the world's consumption of silk has increased in parallel manner with the production.</



## LOG BOOK.

## Eliminating Old Torpedo Craft.

The process of elimination established some time back, in connection with casting from sea service all the older kind of torpedo craft, whose engines and hulls are not worth repairing, is steadily pursued with the best effects in keeping our naval basins and harbours clear of obsolete and useless vessels, and our flotillas composed of boats of sound fighting value. Whenever an old torpedo-boat or destroyer is placed in dockyard hands for a thorough overhaul and repair, the vessel is first of all subjected to severe tests on those parts of her hull and machinery which experience has taught are the first to give out from age; and if these are found to be in such a state as to make their repair a matter of questionable expenditure, further parts of the hull and machinery are examined, with a view to find out if it would not be more economical to "scrap" the whole vessel and leave the money it would cost for repairs free to be used for new construction. This process of elimination has resulted in several old vessels being consigned to the scrap-heap during the last few years. Altogether dockyard repairs are being systematised with great benefit to the national purse. Before annual refits of torpedo craft now take place, examination has to be made of the boiler tubes, and if it is found that their "life" extends only to about three months or so, then the main refit of the vessels is held over, and temporary patching only is done to keep the vessel going until re-tubing becomes essential, when all the larger repairs are carried out while the re-tubing of the boilers is being done. This is so much a business and common-sense arrangement that one wonders why it was not adopted long years ago. But better late than never.

## Development of Wireless.

## Telephony.

When referring the other day in this column to the possibilities of the use of wireless telephony in the navies of the world, and to the part it may presently play in manœuvring a fleet in the presence of the enemy, it was by no means forgotten that "wireless" at present has a large place in this function. But it is too often overlooked by the layman that in spite of all the "tuning" of instruments and the use of secret codes, yet it is possible for an enemy either to collect the message as it is sent and endeavour to find the key to the code, or for a powerful wireless station to pump such a series of discordant letters into the air as to almost wholly confuse the receipt of intelligent messages by instruments within the radius of its power. Whether wireless telephony can be satisfactorily safeguarded from similar disturbances remains to be seen. If it can it will have a distinct advantage within a given field over telegraphy. Again, if wireless telephony can be developed sufficiently to allow of its being satisfactorily used under water, the vessels composing submarine flotillas will be able to communicate more freely with each other when submerged than is the case at the present moment. There are the submarine sound signals used around the coasts for giving warning and guidance to vessels approaching the land or voyaging along the shores in thick or foggy weather, which are being gradually perfected and are even now rendering much assistance to our merchant ships; but as yet there is no means of rapid communication under water such as is required to meet adequately the needs of submarines, either in time of peace or war; and if wireless telephony can be made to satisfactorily fill this need, it will be warmly welcomed by the naval authorities.

## Intimations

## AERTEX CELLULAR REGAL SHOES J. T. SHAW, TAILOR and

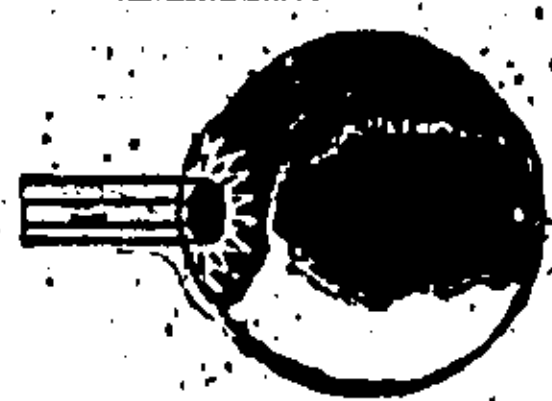
OUTFITTER.

21, Hongkong Hotel Buildings, Queen's Road. [1258]

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.30 p.m. every 15 minutes.
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon.	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.00 p.m.	" 10 min.
8.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	
SPECIAL CARE.	
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.	



## SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

## N. LAZARUS,

Ophthalmic Optician, 14, D'Aguiar Street, Hongkong.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Lends on Mortgage of House Property &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application). THE OFFICE OF TRUSTEE, EXECUTOR OR WILL, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co. General Managers, Hongkong, 19th March, 1908. [116]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRIC AND MECHANICAL ENGINEERS. Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works. 50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens. GRAVING DOCK 78 ft. by 88 ft. by 14 ft. 6 in. Pumps empty Dock in 3-4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing excellent facilities for painting ships with most efficient results. 100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, constructional Work. MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA	DEVANHA	Noon	See Special
USUAL PORTS OF CALL	Capt. W. R. Hickey	28th Oct.	Advertisement.
LONDON & ANTWERP, via SUEZ, PANAMA, COLON, PORT SAID AND MARSEILLES	SUMATRA	About 1st Nov.	Freight and Passage.
	Capt. W. R. Le Mare, R.N.R.		

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s office, Hongkong, 20th October, 1911. [4]

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIERI, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	PRINZ ERNST FRIEDRICH, Capt. E. Malchow, 16,000	WEDNESDAY, 1st November, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	PRINCESS ALICE, Capt. P. Grosse, 20,400	THURSDAY, 2nd November, About 10 a.m.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR, Capt. H. Bremer, 6,100	SATURDAY, 4th November, at 10 a.m.
Kobe & YOKOHAMA	COBLENZ, Capt. L. Klugkist, 6,750	ABOUT TUESDAY, 14th Nov.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO., GENERAL AGENTS, HONGKONG AND CHINA.

Hongkong, 20th October, 1911. [7]

## WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

## THE LEEDS FORG CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO., OF HONGKONG, LTD.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRIC AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works. 50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens. GRAVING DOCK 78 ft. by 88 ft. by 14 ft. 6 in. Pumps empty Dock in 3-4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing excellent facilities for painting ships with most efficient results. 100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, constructional Work. MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

## Shipping—Steamers.

## DOUGLAS STEAMSHIP CO., LD Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMERS.	CAPTAIN.	LEAVING.
Halyang	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 a.m.
Haitan	Capt. J. S. Roach	TUESDAY, 31st Oct., at 11 a.m.
Haiching	W. C. Passmore	FRIDAY, 3rd Nov., at 11 a.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laprak & Co., General Managers. [579]

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN. Expected on or about: Will leave on or about: Tjibah... JAPAN... 2nd half Oct... JAYA... 2nd half Oct. Tjibodas... SHANGHAI... 2nd half Oct... JAYA... 1st half Nov. Tjikini... JAYA... 1st half Nov... JAPAN... 1st half Nov. Tjilatjap... JAYA... 1st half Nov... SHANGHAI... 1st half Nov. Tjiluwong... SHANGHAI... 1st half Nov... JAYA... 1st half Nov. Tjipanas... JAYA... 1st half Nov... JAPAN... 2nd half Nov. Tjimanok... JAYA... 2nd half Nov... JAPAN... 2nd half Nov. Tjitaroom... JAYA... 2nd half Nov... JAPAN... 2nd half Nov. The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L. For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Buildings. [574]

## Consigners.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"YOROK," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of October, at 9.30 a.m.

All claims must reach us before the 30th of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO., General Agents.

Hongkong, 19th Oct., 1911. [7]

## FROM EUROPE.

## THE "HANSA" Steamship

## "FRIEDENFELS,"

Captain Sandstedt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

## HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

Hongkong, 20th Oct., 1911. [866]

## TSANG KWONG COMPANY.

## ELECTRICAL AND GAS CONTRACTORS

230, Des Voeux Road Central. Telephone No. 699. Hongkong, 24th Oct., 1911. [77]

## Consignees.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"CEYLON," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., or via "Harley."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st Oct., 1911. [4]



## The Peninsular &amp; Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

## "DEVANHA,"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for Bombay, Malacca, and London Direct, on SATURDAY, the 28th October, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Teas and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Malacca and London; other cargo for London, &c., will be conveyed by the s.s. "Morice," due in London on the 9th December, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 16th Oct., 1911. [4]

## SHIHE LINE OF STEAMERS, LIMITED.

## FOR LONDON &amp; ANTWERP.

## THE Steamship

## "FLINTSHIRE,"

Captain G. O. Oundy, will be despatched for the above mentioned ports about 11th November.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th Oct., 1911. [1448]

## To Let

## TO LET.

GODOWNS, 151 to 155, PRAYA, EAST.

"OREGON," 89, The Peak. THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st July, 1911. [1189]

## TO LET.

GODOWN, No. 5a, Dundas Street.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 1st July, 1911. [41]

## TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VOEUX ROAD, 6th floor. Apply to DAVID SARASON & Co. Hongkong, 19th Oct., 1911. [1557]



POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Public are informed that the CHRISTMAS and NEW YEAR Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar, will be closed in this office on Friday, the 10th of November, 1911, at 5 p.m. This Parcel mail is due in London on or about the 16th of December. The subsequent parcel mail is not due to reach London before the 20th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver mounted goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curried, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

The s.s. Deraun, with the Siberian Mail, is due to arrive here on Friday, the 27th inst.

A Mail will close for:

Haliphong—Per Sungking, 26th Oct., 9 a.m.

Manila, Cebu and Iloilo—Per Manchun, 26th Oct., 9 a.m.

Shanghai—Per Lokang, 26th Oct., 11 a.m.

Macao—Per Sui Tai, 26th Oct., 1.15 p.m.

Shanghai—Per Chinbau, 26th Oct., 3 p.m.

Shanghai—Per Aroia, 26th Oct., 5 p.m.

Swatow, Amoy and Foochow—Per Hanyang, 27th Oct., 10 a.m.

Manila (taking Mail for Cebu, and Iloilo), Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand—Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumamara, 27th Oct., 11 a.m.

Singapore, Penang and Calcutta—Per Kumamara, 27th Oct., 11 a.m.

Macao—Per Sui Tai, 27th Oct., 1.15 p.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjinah, 28th Oct., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Korea, 28th Oct., 11 a.m.

EUROPE & INDIA VIA TUTICORIN—(Late Letters 11 a.m. to noon Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 27th Oct., at 5 p.m. Per Deraun, 28th Oct., 11 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yuensang, 28th Oct., 1 p.m.

Macao—Per Sui Tai, 28th Oct., 1.15 p.m.

Swatow, Amoy and Foochow—Per Hanyang, 28th Oct., 10 a.m.

Macao—Per Sui Tai, 28th Oct., 1.15 p.m.

Manila, Cebu and Iloilo—Per Rabi, 28th Oct., 3 p.m.

Manila, Cebu and Iloilo—Per Taming, 28th Oct., 3 p.m.

EUROPE & INDIA VIA TUTICORIN—(Late Letters 11.00 a.m. Extra Postage 10 cents) (Per Prince Biot Friedrich, 1st Nov., 11 a.m.)

Shanghai—Per Cheyang, 2nd Nov., 11 a.m.

Shanghai—Per Chuan, 2nd Nov., 8 p.m.

Swatow, Amoy and Foochow—Per Hanyang, 2nd Nov., 10 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yuensang, 2nd Nov., 1 p.m.

SHIPPING NEWS.

**MAILED DUE.**  
English (Arendia) 26th inst.  
Canadian (P. of India) 26th inst.  
American (Siberia) 21st inst.  
German (Prinz Alice) 2nd prox.  
American (China) 7th prox.  
German (Coblenz) 13th prox.  
American (Manchuria) 17th prox.

The H.A.L. s.s. Sonagambie left Shanghai yesterday, a.m., and may be expected here on the 27th inst. a.m.  
The s.s. Glenelg left Singapore yesterday, and is due here on the 29th inst. p.m.  
The s.s. A. Appear from Shanghai and Kobe, left Moji yesterday, afternoon, and may be expected here on the 29th inst.

ARRIVALS.

Kwangshai, Oct. s.s., 1,530, Stewart, 24th Oct.—Shanghai 21st Oct. Gen.—C.M. S. N. Co.  
Derwent, Oct. s.s., 1,925, J. Jenkins, 24th Oct.—Swatow 22nd Oct. Gen.—Man Fat & Co.

Hakata Maru, Jap. s.s., 3,820, H. Nomura, 24th Oct.—Singapore 18th Oct. Ballast—N. Y. K.  
Jaguar, Ger. gunboat, cruiser, 1,000, Korr. Kapl. Vangelow, 24th Oct.—Swatow.

Tacoma Maru, Jap. s.s., 3,830, Yamamoto, 24th Oct.—Tacoma and Manila 22nd Oct. Flour and Matches—O. S. K.  
Hanyang, Br. s.s., 1,862, J. W. Evans, 25th Oct.—Foonchow, Amoy and Swatow 24th Oct. Gen.—D. L. & Co.

D'Hervey, Fr. gunboat, 763, Rovi-deux, 25th Oct.—Saigon 21st Oct.  
Tsungshin Maru, Jap. s.s., 2,569, Watanabe, 25th Oct.—Miike 19th Oct. Coal—M. T. K.  
Chinua, Br. s.s., 1,340, Benson, 25th Oct.—Canton 24th Oct. Gen.—B. & S.

Lokang, Br. s.s., 978, Bowker, 25th Oct.—Swatow 24th Oct. Gen.—J. M. & Co.  
Daijin Maru, Jap. s.s., 1,579, J. Yamaguchi, 25th Oct.—Taman, Amoy and Swatow 25th Oct. Gen.—O. S. K.

Hellm, Ger. s.s., 772, H. Bendixen, 25th Oct.—Swatow 24th Oct. Gen.—J. & Co.  
Quinta, Ger. s.s., 900, F. Schellinger, 25th Oct.—Bangkok and Swatow 14th Oct. Rice—S. & Co.

J. B. A. Kessler, Dut. s.s., F. van der Burg, 26th Oct.—Balih Paps, Borneo 18th Oct. Bulk Oil—A. P. & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
Anghin, for Swatow.  
Yatsing, for Saigon.  
Oniang, for Chingwanlin.  
Lucio, for Koolung.  
Wangshai, for Canton.  
Sabine Rickmers, for Amoy.

**PASSENGERS ARRIVED.**  
Per s.s. Kwangshai, arrived 24th Oct. from Shanghai.  
Davis, L. Lew, K. S.  
Foong Shang, Gen.

**PASSENGERS DEPARTED.**  
Per s.s. Yawata Maru, sailed 26th Oct. for Japan.  
Guerra, G. E. Okamel.  
Komatou, Pass. C. A.  
Per s.s. Mubima Maru, sailed 26th Oct. for London, &c.  
Atakino, Col. Matsui, S.  
Bryant, Mr. Merriem, Mrs.  
Hoodfield, Mr. Michael, M.  
Baker, Geo. Miyachi.  
Craig, Mr. & Miss Nagai, T.  
Curtis, Okada, Messrs.  
Car, enter, Mr. and Ogden, Miss M. R.  
Dodge, J. A. Omura, Mr. & Mrs.  
Englewood, Mr. and Okada, Y.  
Mrs. Eysbrooks, Mr. and Povecek, Miss O.  
Mrs. J. R. H. Packer, B. L.  
Fair, Mr. & Mrs. Roemann.  
A. H. Randall, M.  
Fujimura, Suzuki, Lt. Col.  
Goldsmith, Mr. and Siskam, K.  
Mrs. Sharp, B.  
Gall, Saunders, Dr. J.  
Hanco, B.  
Hudson, Shinron, Mrs.  
Hooker, Mr. & Mrs. Scott, Yut-moy, F. S.  
Hishiguchi, H. Sawada.  
Hanson, J. Tomai, H.  
Hendershot, Miss Tanaka, Paymaster.  
Thurston, Mr. and Mrs. M. C.  
Hamamura, K. Takenchi, R.  
Honjo, Toyama, O.  
Ishiguro, Komori, Major.  
Kishiwada, Major Kiba.  
Kohiki, Mr. and Yanagita, T.  
Mahtoni, T. P. Zuylen, H. Von.

COMMERCIAL.

EXCHANGE.

Selling.

T.T. Demand ..... 1/9 15/16  
Demand ..... 1/10 1/16  
30 d/s ..... 1/10 1/16  
4 m/s ..... 1/10 8/16  
T.T. Shanghai ..... 75 1/2  
T.T. Singapore ..... 78 1/2  
T.T. India ..... 180 1/2  
Demand India ..... 185 1/2  
T.T. San Francisco and New York 44 1/2  
T.T. Java ..... 110 1/2  
T.T. Marks ..... 187 1/2  
T.T. France ..... 280

Buying.

4 m/s L/C ..... 1/10 7/16  
4 m/s D/P ..... 1/10 9/16  
6 m/s L/C ..... 1/10 9/16  
10 d/s Sydney & Melbourne 1/10 11/16  
10 d/s San Francisco & New York 15 1/2  
4 m/s Marks ..... 182 1/2  
4 m/s France ..... 235 1/2  
6 m/s do ..... 237 1/2  
Bar Silver ..... 24 15/16  
Bank of England rate ..... 4 1/2  
Sovereign ..... 10.88

DEPARTED.

Oct. 25.

Yawata-maru, for Yokohama.  
Hakata-maru, for Shanghai.  
Choshu-maru, for Foonchow.  
Kyoo-maru, for Tamen.  
Kwangshai, for Canton.  
Glenelg, for Rangoon.  
Lucio, for Portland.  
Triumph, for Haiphong.  
Si King, for Haiphong.  
Pingang, for Weihaiwei.  
Mausang, for Sandakan.  
Hangeow, for Singapore.  
Hangeow, for Shanghai.

VESSELS IN PORT.

STRANERS.

Korea, Am. s.s., 5,651, J. W. Fisher, 22nd Oct.—San Francisco via Ports 19th Sept. Mail and Gen.—P. H. S. Co.  
Kamsang, Br. s.s., 2,077, F. Wheeler, 20th Oct.—Calcutta via Singapore 14th Oct. Gen.—J. M. & Co.  
Kumano Maru, Jap. s.s., 3,147, M. Winckler, 24th Oct.—Yokohama via Japan Ports 20th Oct. Gen.—N. Y. K.  
On Sang, Br. s.s., 1,747, A. G. Smith, 23rd Oct.—Canton 22nd Oct. Ballast—O. E. & M. Co.  
Paklat, Ger. s.s., 1,018, J. Wenzel, 18th Oct.—Cebu 18th Oct. Ballast—B. & S.  
Ponglong, Br. s.s., 997, W. Botelahr, 5th Oct.—Bangkok 26th Oct. Rice and Timber—B. & S.  
Shenyo Maru, Jap. s.s., 7,223, H. S. Smith, 24th Oct.—San Francisco 27th Sept. Gen.—T. K. K.  
Stachien, Br. s.s., 1,142, Jones, 24th Oct.—Canton 23rd Oct. Gen.—C. N. Co.  
Telamachas, Br. s.s., 1,340, Fraser, 22nd Oct.—Saigon 21st Oct. Gen.—Wo Fat Sing & Co.  
Vestfold, Nor. s.s., 1,112, Bertelsen, 20th Oct.—Saigon 18th Oct. Rice—O. S. & L. Ltd.  
Yatsing, Br. s.s., 1,424, S. J. Payne, 19th Oct.—Cheribon (Java) 10th Oct. Sugar—J. M. & Co.  
Yuensang, Br. s.s., 1,128, P. H. Rolfe, 21st Oct.—Manila 21st Oct. Gen.—J. M. & Co.

SAILING VESSELS.

Agrow, Br. 4-masted barque, 2,971, O. Molvor, 24th Aug.—New York 2nd May. Petroleum—S. Oil Co.

SHIPS PASSED THE CANAL.

8th October—Achilles, Indrawadi, Palawan, Slavonia, Socotra. 10th October—Denlavers, Bentlei, Indrawadi, Lothian, Ningchow, Peking, Sibthoria, Indrawadi. 13th October—Bulow, Miyasaki Maru, Princess Alice, Stentor, Tonnare. 17th October—Moyone, Myrmidon, Nippon, Ping Sany, Sandhais, Katana, Alois. 20th October—Oskandien, Monmouthshire, Yang Tze, Kansas. 24th October—Bensaler, Donighabite, Prussen.  
Arrivals at Home. 6th October—Hirao Maru, India, Segovia. 7th October—None. 10th October—Inverclyde, Kangawa Maru, Pelcus, Prinz Ludwig. 18th October—Longsor, Polydion, Titan. 17th October—Aetysan, Baylawers, Brigiavie, Glenhygan, Glenroy, Silasia, Joscric. 20th October—Alyx, Meinam, Silkh. Den of Chumble, Tango Maru. 24th October—Ambria, Saxonia.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.  
J. H. TAGGART, Manager. [25]  
Hongkong, 20th April, 1911.

GRAND HOTEL.

Telephone 197.  
MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.  
857 F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.  
CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.  
Under Personal Supervision of L. GAMEAU, Proprietor. Telephone, 170. Telegrams "Astor." [24] N. BLUMENTHAL, Manager.

BELLE VIEW HOTEL.

Telephone No. 907.  
By kind permission of Captain Fisher, the FULL STRING BAND of S.S. "Korea" will play on the OPEN AIR SKATING RINK at the above Hotel on THURSDAY next, the 26th instant, commencing at 9 p.m. sharp to midnight.  
Ice Drinks, Best Brands of Liquors served at tables on the lawn or verandahs.  
All cordially invited.  
W. GALLAGHER, Manager. [25]  
Houghton, 24th October, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.  
The Peak,  
near the Tram Terminus.  
Tel. 56.  
For Terms, apply to the MANAGER. [27]

HOTEL LISTS.

**HONGKONG HOTELS.**  
Baldwin, Mr. & Marriot, Dr. O. Mrs. A. McWhae, J. W. Bassett, Mrs. G. H. Millspaugh, Prof. Baylies, J. Borkley-Mitchell, Mitchellmore, E. V. Capt. & Mrs. C. Mitsubashi, Mr. Booth, Miss K. Morecki, J. Dunner, W. C. Moore, Dr. J. M. Carter, J. E. Moore, Mrs. A. A. Chivara, P. T. Moore, Miss M. Clarke, W. E. Moulder, Mr. and Crane, Mrs. N. K. Mrs. A. B. Davis, Mr. & Mrs. Moss, Mrs. C. H. L. Kennard, Nicholson, Dr. & Dawson, R. Mrs. F. J. O'Connell, M. O. Dooliver, Mr. and O. Payne, Mr. & Mrs. L. F. Perry, Miss E. H. Bellison, W. H. Nanninga, P. W. Crinning, J. A. L. Crew, Mr. & Mrs. Olsen, H. A. B. Pattison, W. Edwards, J. D. Paulino, E. A. Porter, B. J. Perkins, Mr. and Frichs, O. Mrs. E. and Gohmann, Dr. and children. Hambarger, Mrs. Pingle, J. W. Jr. Holstein, R. Rhoado, H. Robert, F. James, B. Ronald, de Oleg. Jorgens, Mr. and Iny, J. Rudge, W. Key, Dr. P. Schrodor, Kal. Ringhorn, J. R. Smith, H. C. Lenfesty, F. P. Steg, D. J. Macurthier, P. Taylor, R. Manhoff, O. N. Tinker, A. R. Manhoff, U. R. Verkerk, J. M. J. Marshall, Mrs. G. Wait, D. W. Walling, H. Young, Mrs. and daughters.  
**CHATEAUBURN.**  
Adam, Mr. & Mrs. Macenzie, A. & 2 children Ritchie, Mr. and Donkham, A. Mrs. Grant-Smith, E. Smith, Mr. and Grant-Smith, Mrs. Mrs. Morton Hancock, Mr. & Mrs. Major and Mrs. and Mrs. & 2 children.  
**GREEN ISLAND CEMENT COMPANY, LIMITED.**  
**PORTLAND CEMENT.**  
In Casks of 375 lbs. net. In Bags of 250 lbs. net. SHEWAN TOMES & CO. General Managers. Hongkong, 18th Aug. 1910. [24]

SHARE REPORT.

STOCKS & PAID UP VALUE. CLOSING QUOTE. LAST DIVIDEND AND DATE.

STOCKS & PAID UP VALUE.	CLOSING QUOTE.	LAST DIVIDEND AND DATE.
<b>BANKS.</b>		
Hongkong & Shanghai	\$125	\$890 ea. Interim dividend of 42 per share at exchange 1/94—\$22.33 for 1 year ending 30th June 1911. In Liquidation
National Bank	25	\$10
Marine Insurance	25	\$10
Canton	25	\$10
North China	25	\$10
Unions	100	\$845
Yangtze	250	\$325 net ex. 78
China Fire	25	\$127
Hongkong Fire	25	\$127
China & Manilla	25	\$114
Douglas Steamships	25	\$121
Steamboats	15	\$27
Indo-China (Preferred)	25	\$55
(Deferred)	25	\$26
"Shell" Transports	25	\$114
"Star Ferry"	10	\$27
China Sogars	100	\$184
Luzon Sogars	100	\$86
Chinese Engineering	25	\$114
Headwaters	P. 10	P. 10
Tronols	25	\$51.00 & 50/-b.
Roads, WHARVES & COWDS	25	\$50 a.
Kowloon Wharves	25	\$50 a.
H. K. & W'pon Docks	25	\$50 a.
Shanghai Docks	T. 100	T. 50
Hongkong Wharves	T. 100	T. 50
LANDS, ROADS & BUILDINGS	T. 100	T. 50
Anglo French Lands	T. 100	T. 50
Hongkong Hotels	25	\$75
Hongkong Lands	100	\$106 s.
Humphreys Estates	10	\$24 s.
Kowloon Lands	25	\$24 s.
Shanghai Lands	T. 30	T. 104 s.
West Points	25	\$47
Manila M'pole Hotel	P. 0	\$11
COTTON MILLS		
Ewos	T. 50	T. 97
Hongkong Cotton	10	\$5 s.
USCULANEOUS	10	\$10 s.
China-Borneo	10	\$10 s.
Light and Powers	10	\$1.80 s.
Do. (Spec. shares)	10	\$1.80 s.
China Provident	10	\$24
Dairy Farms	10	\$21.50 s.
Green Islands	10	\$4.10 b.
Hongkong Electric	10	\$28
Hongkong Ice	25	\$165
Hongkong Rope	10	\$18 b.
Langkats	g. 10	T. 764 b.
Morning Post	25	\$25
Peak Tramway	10	\$11.50
Do. (New)	1	\$1 b.
Philippines	10	\$6 b.
H. Price & Co., Ltd.	10	\$12b.
Spice & Perfumery	10	\$45
Palpa & Co.	10	\$45
Do Tonkin	10	\$500
Shanghai-Sumatra	T. 20	T. 102
Steam Laundry	25	\$6 b.
United Asbestos Oriental Agency, Ltd.	10	\$12
United Asbestos Founders Shares	10	\$300
Union Waterboat	10	\$7.50 b.
Weismann, Ltd.	10	\$15
Watson	10	\$51
William Powell	10	\$4 b.

Corrected to 5 p.m. October 25, 1911, by WRIGHT AND HORNBY, Share & General Brokers, Queen's Building, Tel. address: Rectitude.  
"The Telegraph" does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTERED. October 25th, a.m.

REGISTERED.		At 11 a.m.	
October 25th, a.m.		Barometer .....	80.14 80.04
		Temperature .....	78 75
		Humidity .....	72 72
		Rain .....	— —